

October 18, 2002

**OFFICE OF THE HEARING EXAMINER
KING COUNTY, WASHINGTON**

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REPORT AND DECISION

SUBJECT: Department of Development and Environmental Services File No. **L01P0022**

NORTH LAKE RIDGE
Preliminary Plat Application

Location: On the west side of Military Road South, north of Highway 18 (SR 18)

Applicant: Robert Greenway *represented by*
David Halinen, Attorney
2115 N. 30th, #203
Tacoma, WA 98403

King County: Department of Development and Environmental Services
represented by **Kim Claussen**
900 Oakesdale Avenue Southwest
Renton, WA 98055
Telephone: (206) 296-7167
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SUMMARY OF DECISION/RECOMMENDATION:

Department's Preliminary Recommendation:	Approve, subject to conditions
Department's Final Recommendation:	Approve, subject to conditions
Examiner's Decision:	Approved, subject to revised conditions

EXAMINER PROCEEDINGS:

Hearing Opened:	August 27, 2002
Hearing Closed:	August 27, 2002
Hearing Reopened:	September 5, 2002
Hearing Closed:	October 14, 2002

Participants at the public hearing and the exhibits offered and entered are listed in the attached minutes.
A verbatim recording of the hearing is available in the office of the King County Hearing Examiner.

FINDINGS, CONCLUSIONS & DECISION: Having reviewed the record in this matter, the Examiner now makes and enters the following:

FINDINGS:

1. General Information:

Property Owners:	Robert C. & Karen A. Meyers 33218 38 th Avenue South Auburn, WA 98001
	Randall Berg 5445 California Avenue Southwest Seattle, WA 98136
Developer:	Military Road Development LLC Attn. Robert Greenway 5424 Pattison Lake Drive Southeast Lacey, WA 98513 (360) 791-1597
Engineer:	The McAndrews Group 914 140 th Avenue Northeast, Suite 100 Bellevue, WA 98005 (425) 378-9407
STR:	15-21-4
Location:	The site is located on the west side of Military Road South, just north of Highway 18 (SR-18)
Zoning:	R-4
Acreage:	24.63 acres
Number of Lots:	97 lots
Density:	Approximately 3.9 units per acre
Lot Size:	Ranges from approximately 4,500 to 6,000 square feet
Proposed Use:	Single-family detached dwellings
Sewage Disposal:	Lakehaven Utility District
Water Supply:	Lakehaven Utility District
Fire District:	King County District No. 39
School District:	Federal Way

Complete Application Date: October 4, 2001

2. Except as modified herein, the facts set forth in the King County Land Use Services Division's preliminary report to the King County Hearing Examiner for the August 27, 2002, public hearing are found to be correct and are incorporated herein by reference. The LUSD staff recommends approval of the application, subject to conditions.

3. Military Road Development, LLC, has filed a preliminary plat application to divide 24.63 acres into 97 lots for single-family, residential development. The property is located in the R-4 zone adjacent to the City of Federal Way, an area which is rapidly converting to new residential development.
4. The site is located along a gentle ridge that divides the property into two major drainage basins. The western portion of the site lies in the East Branch Hylebos Creek sub-basin and drains to North Lake, while the eastern portion of the site is located in the Mill Creek sub-basin of the Green River. The conveyance systems for both sub-basins of the plat are currently deficient and will require the developer to install upgraded facilities.
5. Property owners to both the north and south of the plat expressed concern over the retention of trees near the plat boundary lines and requested fencing between the proposed lots and their properties. The portions of the property scheduled for the development of proposed lots will be mostly cleared, and the Applicant has volunteered to install fencing along adjacent segments of the plat boundary. Immediately south of the southern plat boundary lies an access easement that will remain in its current wooded state and provide further buffering to the contiguous property owner.
6. Plat access will be provided to Military Road South along the eastern plat boundary at a location near the subdivision's northeast corner. Additional right-of-way has been obtained from the property owner north of the plat in order to accommodate channelization improvements on Military Road. A contingent agreement with the Quinton property to the north also may provide for that property to obtain access through North Lake Ridge so that a driveway lying just north of the proposed access road may be eliminated.
7. On September 5, 2002, the public hearing record was reopened in order to obtain further information concerning the traffic impact analysis done by the Applicant for the Military Road South/South 320th Street intersection. The project will contribute 63 PM peak-hour trips to this intersection, and the Applicant's level of service analyses of the intersection for the 2004 horizon year have generated average delay estimates ranging between 63.3 seconds and 109.8 seconds. The record was reopened for the purpose of allowing staff to document its review of these disparate traffic impact projections. Staff's review of the most recent traffic analysis performed by Gibson Traffic Consultants concluded that, "Some minor inaccuracies were found in the input data (in relation to minimum phase timings and roadway geometry), but the inaccuracies were not sufficient to result in an LOS "F" condition at the Military Road/South 320th intersection in question."
8. Staff review has also disclosed that there is a Countywide Project (no. C74312) recently approved to modify the signal system at the Military Road South/South 320th Street intersection and to extend the southbound left turn lane on the north leg of that intersection. The Applicant has volunteered to make a pro-rata share contribution to this project.

CONCLUSIONS:

1. If approved subject to the conditions imposed below, the proposed subdivision makes appropriate provision for the public health, safety and welfare; serves the public use and interest; and meets the requirements of RCW 58.17.110.
2. The conditions of approval imposed herein, including dedications and easements, will provide improvements that promote legitimate public purposes, are necessary to serve the subdivision and are proportional to its impacts; are required to make the proposed plat reasonably compatible with the environment; and will carry out applicable state laws and regulations and the laws, policies and objectives of King County.

DECISION:

The preliminary plat application for North Lake Ridge, as revised and received on June 28, 2002, is APPROVED, subject to the following conditions of final approval:

1. Compliance with all platting provisions of Title 19A of the King County Code.
2. All persons having an ownership interest in the subject property shall sign on the face of the final plat a dedication which includes the language set forth in King County Council Motion No. 5952.
3. The plat shall comply with the base density and minimum density requirements of the R-4 zone classification. All lots shall meet the minimum dimensional requirements of the R-4 zone classification or shall be as shown on the face of the approved preliminary plat, whichever is larger, except that minor revisions to the plat which do not result in substantial changes may be approved at the discretion of the Department of Development and Environmental Services.
4. All construction and upgrading of public and private roads shall be done in accordance with the King County Road Standards established and adopted by Ordinance No. 11187, as amended (1993 KCRS).
5. The applicant must obtain the approval of the King County Fire Protection Engineer as to the adequacy of proposed fire hydrants, water mains, and available fire flow in relation to the standards of Chapter 17.08 of the King County Code.
6. Final plat approval shall require full compliance with the drainage provisions set forth in King County Code 9.04 that were in effect on the October 4, 2001, date that a complete preliminary plat application for the proposal was submitted to King County. Compliance may result in reducing the number and/or location of lots as shown on the preliminary approved plat. Preliminary review has identified the following conditions of approval which represent portions of the drainage requirements. All other applicable requirements in the versions of KCC 9.04 and the Surface Water Design Manual (SWDM) in effect on October 4, 2001, must also be satisfied during engineering and final review.

- a. Drainage plans and analysis shall comply with the 1998 King County Surface Water Design Manual and applicable updates adopted by King County. DDES approval of the drainage and roadway plans is required prior to any construction.
- b. Current standard plan notes and ESC notes, as established by DDES Engineering Review shall be shown on the engineering plans.
- c. The following note shall be shown on the final recorded plat:

“All building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain outlet as shown on the approved construction drawings # _____ on file with DDES and/or the King County Department of Transportation. This plan shall be submitted with the application(s) for any building permit(s). All connections of the drains must be constructed and approved prior to the final building inspection approval. For those lots that are designed for individual lot infiltration systems, the systems shall be constructed once building permits for the lots in question have been issued and shall comply with the plans on file.”

7. The stormwater detention volume for Basin A (flowing west to North Lake) shall be sized using the Level 1 flow control standard in the 1998 King County Surface Water Design Manual (KCSWDM). The detention volume for Basin C (flowing east to Mill Creek) shall be sized using the Level 2 flow control standard.

A stormwater adjustment (L01V0065) has been approved for this subdivision. The applicant shall demonstrate how all conditions of approval for this adjustment have been met upon submittal of the engineering plans.

8. Off-site downstream drainage improvements are required as follows
 - a. An offsite conveyance system is required to the west (toward North Lake), to be designed according to Core Requirement 4 of the KCSWDM. The proposed conceptual plan shows a new tightline running north on the west-side of 38th Ave. S. to an existing catch basin at S. 328th/ 38th Ave. S. Adequate conveyance capacity shall be verified in the existing culvert/ditch system running west from 38th Ave S/S 328th St. to North Lake. Other routes may be considered by DDES in accordance with the KCSWDM. Easements are required for any proposed improvements on private property.
 - b. An off-site tightline conveyance system is required to the east (to Mill Creek) per Core Requirement 1 of the KCSWDM. HDPE surface pipe is required on the steep slope portions. The improvement shall extend from Military Road, east to Peasley Canyon Road. If the existing SR 18 conveyance route is proposed, the existing deteriorating surface pipe between SR 18 and Peasley Canyon Road shall be replaced. The existing conveyance ditch along the north side of SR 18 does not require a tightline. WSDOT approval is required for the improvements proposed on the State R/W. Easements are

required for any improvements proposed on private property. Other route or design options for this conveyance system may be considered if approved by WSDOT and DDES.

8. The following road improvements are required to be constructed according to the 1993 King County Road Standards (KCRS):
 - a. Roads A, B, and proposed 42nd Ave. S. shall be improved at a minimum to the urban neighborhood collector street standard.
 - b. Road F shall be improved at a minimum to the urban subcollector street standard.
 - c. Roads C and E shall be improved at a minimum to the urban subaccess street standard.
 - d. Roads D and G shall be improved at a minimum to the urban minor access street standard.
 - e. FRONTAGE: The site's Military Road frontage shall be improved at a minimum to the urban principal arterial street standard.
 - f. Road variance L01V0064 has been approved for this subdivision. In conjunction with the submittal of the engineering plans for this subdivision, the applicant shall demonstrate how all conditions of approval for that variance shall be met. These conditions include channelization improvements on Military Road.
 - g. Modifications to the above road conditions may be considered according to the variance provisions in Section 1.08 of the KCRS.
 - h. The following lots shall not have direct access from Roads A or B: Lots 9, 10, 21, 38 and 56. Notes to this effect shall be shown on the engineering plans and final plat.
10. All utilities within proposed rights-of-way must be included within a franchise approved by the King County Council prior to final plat recording.
11. The applicant or subsequent owner shall comply with King County Code 14.75, Mitigation Payment System (MPS), by paying the required MPS fee and administration fee as determined by the applicable fee ordinance. The applicant has the option to either: (1) pay the MPS fee at final plat recording, or (2) pay the MPS fee at the time of building permit issuance. If the first option is chosen, the fee paid shall be the fee in effect at the time of plat application and a note shall be placed on the face of the plat that reads, "All fees required by King County Code 14.75, Mitigation Payment System (MPS), have been paid." If the second option is chosen, the fee paid shall be the amount in effect as of the date of building permit application.
12. Lots within this subdivision are subject to King County Code 21A.43, which imposes impact fees to fund school system improvements needed to serve new development. As a condition of final approval, fifty percent (50%) of the impact fees due for the plat shall be assessed and collected immediately prior to recording, using the fee schedules in effect when the plat receives final

approval. The balance of the assessed fee shall be allocated evenly to the dwelling units in the plat and shall be collected prior to building permit issuance.

13. The proposed subdivision shall comply with the Sensitive Areas Code as outlined in KCC 21A.24. Permanent survey marking and signs as specified in KCC 21A.24.160 shall also be addressed prior to final plat approval. Temporary marking of sensitive areas and their buffers (e.g., with bright orange construction fencing) shall be placed on the site and shall remain in place until all construction activities are completed.
14. Preliminary plat review has identified the following specific requirements which apply to this project. All other applicable requirements from KCC 21A.24 shall also be addressed by the applicant.

Wetlands

- a. Class 2 wetlands shall have a minimum buffer of 50 feet, measured from the wetland edge.
- b. The wetlands and their respective buffers shall be placed in Sensitive Area Tracts (SAT).
- c. Buffer averaging may be proposed, pursuant to KCC 21A.24.320, provided that the total amount of the buffer area is not reduced and better resource protection is achieved, subject to review and approval by a DDES Senior Ecologist.
- d. A minimum building setback line of 15 feet shall be required from the edge of the SAT.

Alterations to Streams or Wetlands

- e. If alterations of streams and/or wetlands are approved in conformance with KCC 21A.24, then a detailed plan to mitigate for impacts from that alteration will be required to be reviewed and approved along with the plat engineering plans. A performance bond or other financial guarantee will be required at the time of plan approval, to guarantee that the mitigation measures are installed according to the plan. Once the mitigation work is completed to a DDES Senior Ecologist's satisfaction, the performance bond may be replaced by a maintenance bond for the remainder of the five-year monitoring period to guarantee the success of the mitigation. The applicant shall be responsible for the installation, maintenance and monitoring of any approved mitigation. The mitigation plan must be installed prior to final inspection of the plat.
15. The following has been established by SEPA as necessary requirements to mitigate the adverse environmental impacts of this development. The applicant shall demonstrate compliance with these items prior to final approval:
 - a. A 4-foot high split rail fence and signs shall be located along the outer boundary of the wetland buffers (i.e. Sensitive Area Tracts). The fencing and sign details shall be shown on the final engineering plans. Sensitive area signs shall be installed on the fence at 100-foot intervals or as appropriate. The fencing and signs shall be maintained by the abutting lot owners and/or Homeowner's Association as identified on the face of the final plat.

16. The following note shall be shown on the final engineering plan and recorded plat:

**RESTRICTIONS FOR SENSITIVE AREA TRACTS AND SENSITIVE
AREAS AND BUFFERS**

Dedication of a sensitive area tract/sensitive area and buffer conveys to the public a beneficial interest in the land within the tract/sensitive area and buffer. This interest includes the preservation of native vegetation for all purposes that benefit the public health, safety and welfare, including control of surface water and erosion, maintenance of slope stability, and protection of plant and animal habitat. The sensitive area tract/sensitive area and buffer imposes upon all present and future owners and occupiers of the land subject to the tract/sensitive area and buffer the obligation, enforceable on behalf of the public by King County, to leave undisturbed all trees and other vegetation within the tract/sensitive area and buffer. The vegetation within the tract/sensitive area and buffer may not be cut, pruned, covered by fill, removed or damaged without approval in writing from the King County Department of Development and Environmental Services or its successor agency, unless otherwise provided by law.

The common boundary between the tract/sensitive area and buffer and the area of development activity must be marked or otherwise flagged to the satisfaction of King County prior to any clearing, grading, building construction or other development activity on a lot subject to the sensitive area tract/sensitive area and buffer. The required marking or flagging shall remain in place until all development proposal activities in the vicinity of the sensitive area are completed.

No building foundations are allowed beyond the required 15-foot building setback line, unless otherwise provided by law.

17. Suitable recreation space shall be provided consistent with the requirements of KCC 21A.14.180 and KCC 21A.14.190 (i.e., sport court[s], children's play equipment, picnic table[s], benches, etc.).
- a. A detailed recreation space plan (i.e., area calculations, dimensions, landscape specs, equipment specs, etc.) shall be submitted for review and approval by DDES and King County Parks prior to or concurrent with the submittal of the final plat documents. Improvements shall be consistent with the type of facilities shown on the conceptual recreation space plan received by DDES January 22, 2002. At a minimum, all equipment must at a minimum meet any applicable U.S. Consumer Product Safety Commission standards. Also, low fencing and landscaping is required along the perimeter street frontages of Tracts D and J to prevent conflicts between recreation space users and vehicular traffic.
 - b. A performance bond for recreation space improvements shall be posted prior to recording of the plat.
18. A homeowners' association or other workable organization shall be established to the satisfaction of DDES which provides for the ownership and continued maintenance of the recreation, open space and/or sensitive area tract(s).

19. Street trees shall be provided as follows (per KCRS 5.03 and KCC 21A.16.050):

- a. Trees shall be planted on average at a rate of one tree for every 40 feet of frontage along all roads. Spacing may be modified to accommodate sight distance requirements for driveways and intersections.
- b. Trees shall be located within the street right-of-way and planted in accordance with Drawing No. 5-009 of the 1993 King County Road Standards, unless King County Department of Transportation determines that trees should not be located in the street right-of-way.
- c. If King County determines that the required street trees should not be located within the right-of-way, they shall be located no more than 20 feet from the street right-of-way line.
- d. The trees shall be owned and maintained by the abutting lot owners *or* the homeowners association or other workable organization unless the County has adopted a maintenance program. Ownership and maintenance shall be noted on the face of the final recorded plat.
- e. The species of trees shall be approved by DDES if located within the right-of-way, and shall not include poplar, cottonwood, soft maples, gum, any fruit-bearing trees, or any other tree or shrub whose roots are likely to obstruct sanitary or storm sewers, or that is not compatible with overhead utility lines.
- f. The applicant shall submit a street tree plan and bond quantity sheet for review and approval by DDES prior to engineering plan approval.
- g. The applicant shall contact Metro Service Planning at 684-1622 to determine if Military Road is on a bus route. If Military is a bus route, the street tree plan shall also be reviewed by Metro.
- h. The street trees must be installed and inspected, or a performance bond posted prior to recording of the plat. If a performance bond is posted, the street trees must be installed and inspected within one year of recording of the plat. At the time of inspection, if the trees are found to be installed per the approved plan, a maintenance bond must be submitted or the performance bond replaced with a maintenance bond, and held for one year. After one year, the maintenance bond may be released after DDES has completed a second inspection and determined that the trees have been kept healthy and thriving.

Insofar as the foregoing provisions are based upon KCRS 5.03, such provisions shall be deemed altered if and to the extent that (1) a Road Standards Variance application seeking amendment of such KCRS 5.03-based provisions under KCRS 1.08 is approved by King County and (2) conflict(s) in relation to the requirements of KCC 21A.16.050 would not result from such a variance approval. A landscape inspection fee shall also be submitted prior to plat recording. The inspection fee is subject to change based on the current County fees.

20. Pursuant to the agreement between the Applicant and Michael E. Quinton, the owner of Assessor's parcel no. 1521049155, (hearing exhibit no. 24), if Mr. Quinton timely provides the Applicant with the written notice called for by section 2 of the agreement within the 45-day period referred to therein, then the preliminary plat submitted as hearing exhibit 25 shall control the completion of the project (subject to minor revisions to the plat which may be approved at the discretion of the Department of Development and Environmental Services pursuant to condition no. 3, above); otherwise, the Applicant shall be entitled to complete the project under either (a) that preliminary plat drawing or (b) the alternative preliminary plat drawing submitted as hearing exhibit no. 23.
21. A six-foot high wood fence shall be installed along those portions of the plat boundary where the proposed lots will abut such boundary.
22. Prior to final plat approval, the Applicant shall pay the King County Department of Transportation a pro-rata share of the cost of improvements planned under Countywide Improvement Project no. C74312. The amount of this pro-rata payment shall be \$2,809, which is based upon the North Lake Ridge project's calculated 1.73% share of the traffic volumes at the South 320th Street/Military Road South intersection at full build out, and KCDOT's estimated cost of \$162,000 for such project. Countywide Improvement Project no. C74312 will provide for, (a) upgrading the traffic signal system to full quad/eight-phase operation, and (b) extension of the southbound left turn lane at the north leg of the intersection of South 320th Street and Military Road South.

ORDERED this 18th day of October, 2002.

Stafford L. Smith
King County Hearing Examiner

TRANSMITTED this 18th day of October, 2002, to the parties and interested persons of record:

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Jemmie D. Wear 33427 Military Rd. S. Auburn WA 98001	Jim Ballweber DDES/LUSD Site Development Svcs MS OAK-DE-0100	Greg Borba DDES/LUSD MS OAK-DE-0100
Kim Claussen DDES/LUSD Current Planning MS OAK-DE-0100	Nick Gillen Wetland Review DDES/SDSS MS: OAK-DE-0100	Kristen Langley Land Use Traffic/DDES/CPLN MS KSC-TR-0222
Aileen McManus KCDOT Land Use Traffic MS-OAK-DE-0100	Paulette Norman KCDOT Roads Division MS-KSC-TR-0231	Steve Townsend DDES/LUSD Land Use Inspections MS OAK-DE-0100
Bruce Whittaker LUSD/ERS Prel. Review Engineer MS OAK-DE-0100	Kevin Wright Prosecuting Attorney's Office Civil Division MS KCC-PA-0554	

NOTICE OF RIGHT TO APPEAL

In order to appeal the decision of the Examiner, written notice of appeal must be filed with the Clerk of the King County Council with a fee of \$250.00 (check payable to King County Office of Finance) ***on or before November 1, 2002***. If a notice of appeal is filed, the original and six (6) copies of a written appeal statement specifying the basis for the appeal and argument in support of the appeal must be filed with the Clerk of the King County Council ***on or before November 8, 2002***. Appeal statements may refer only to facts contained in the hearing record; new facts may not be presented on appeal.

Filing requires actual delivery to the Office of the Clerk of the Council, Room 1025, King County Court-house, prior to the close of business (4:30 p.m.) on the date due. Prior mailing is not sufficient if actual receipt by the Clerk does not occur within the applicable time period. The

Examiner does not have authority to extend the time period unless the Office of the Clerk is not open on the specified closing date, in which event delivery prior to the close of business on the next business day is sufficient to meet the filing requirement.

If a written notice of appeal and filing fee are not filed within fourteen (14) calendar days of the date of this report, or if a written appeal statement and argument are not filed within twenty-one (21) calendar days of the date of this report, the decision of the hearing examiner contained herein shall be the final decision of King County without the need for further action by the Council.

MINUTES OF THE AUGUST 27, 2002 PUBLIC HEARING ON DEPARTMENT OF DEVELOPMENT AND ENVIRONMENTAL SERVICES FILE NO. L01P0022.

Stafford L. Smith was the Hearing Examiner in this matter. Participating in the hearing were Kim Claussen, Bruce Whittaker, and Kristen Langley representing the Department; David L. Halinen, representing the Applicant; and Larry McAndrews, Martha Hawley, Jemmie Wear and Terry Gibson.

The following exhibits were offered and entered into the record:

Exhibit No. 1	DDES File No. L01P0022
Exhibit No. 2	DDES Preliminary Report dated August 27, 2002
Exhibit No. 3	Application dated October 4, 2001
Exhibit No. 4a	Environmental Checklist dated August 18, 2001, addendum June 6, 2002, revised July 9, 2002
Exhibit No. 4b	Letter to Kim Claussen from L. McAndrews dated June 6, 2002
Exhibit No. 5	Mitigated Declaration of Non-significance dated July 12, 2002
Exhibit No. 6	Affidavit of Posting indicating October 26, 2001 as date of posting and October 31, 2001 as the date the affidavit was received by DDES
Exhibit No. 7	Plat Map dated June 28, 2002
Exhibit No. 8	Land Use Map; 728 E & W
Exhibit No. 9	Assessors Maps; SE & SW 15-21-0
Exhibit No. 10a	Level 1 drainage analysis by McAndrews Group; received August 14, 2001
Exhibit No. 10b	Level 1 drainage analysis by McAndrews Group; received January 22, 2002
Exhibit No. 10c	Level 1 drainage analysis by McAndrews Group; received March 21, 2001
Exhibit No. 11	Wetland & Wildlife Study by Altmann Oliver Associates, dated July 6, 2001
Exhibit No. 12	Geotechnical Report by Earth Consultants dated June 19, 2001
Exhibit No. 13a	Traffic study by Gibson dated June, 2001
Exhibit No. 13b	Traffic study by Gibson dated November 7, 2001
Exhibit No. 13c	Traffic study by Gibson dated May 24, 2002
Exhibit No. 13d	Traffic study by Gibson dated June 4, 2002
Exhibit No. 14	Conceptual Drainage Plan, West Basin dated March 21, 2002
Exhibit No. 15	Channelization Plan received January 22, 2002
Exhibit No. 16	KCRS Variance L01V0064 (May 1, 2002 letter)
Exhibit No. 17	SWDM Adjustment L01V0065
Exhibit No. 18	City of Federal Way letter dated November 14, 2001
Exhibit No. 19	KCRS variance request with Federal Way agreement received August 16, 2002
Exhibit No. 20	Conceptual Recreation Space Plan received January 22, 2002

Exhibit No. 21	Revised Recommendations dated August 27, 2002
Exhibit No. 22	McAndrews letter dated August 8, 2002 re: Joint Use Driveways
Exhibit No. 23	Revised plat drawing from David Halinen
Exhibit No. 24	Contractual agreement from David Halinen
Exhibit No. 25	Minor changes to Exhibit 23 from David Halinen
Exhibit No. 26	Letter to the Hearing Examiner from David Halinen dated August 27, 2002
Exhibit No. 27	New condition 21
Exhibit No. 28	Copy of Right Turn Channelization Plan

The following exhibits were entered for the record following the September 5, 2002, reopening of the public hearing:

Exhibit No. 29	October 11, 2002, letter from Kristen Langley to the Hearing Examiner regarding review of traffic analysis studies
Exhibit No. 30	October 3, 2002, memorandum from T. Gibson of GTC to K. Langley, D. Halinen and R. Perez regarding North Lake Ridge pro-rata share for proposed 320 th /Military Rd. improvements.
Exhibit No. 31	October 11, 2002, letter from D. Halinen to the Hearing Examiner regarding an additional condition of preliminary plat approval.

SLS:mls
L01P0022 RPT